एफीशिएंसी बार और दूसरे के लिए 1400 से 2600 तक हो और अभी हम लोगों ने जो प्रेसक्राइब करके दिया है उसमें 1200 से 2900 तक का तीन ग्रेड दिया है ।

श्री सभापति : 2600 था 2900 कर दिया ।

श्री एल० पी० साही : वहां पर 2600 था उसको हमने बढ़ाकर 2900 तक किया । और 1200 उन्होंने जो फोर्थ पे-रिवीजन कमीशन में कहा था वह 1200 है । लेकिन यही हुआ है कि उनमें एफीसियेन्सी लाने के लिए एफीसियेन्सी बार कर दिया है क्योंकि कहीं ऐसा न हो कि बिना काम किए हुए या बिना कुछ किए हुए वहां पहुंच जाय । सिर्फ इतना ही रोका है ।

श्री चिमनभाई मेहता : सर, मेरा सवाल रनिंग स्केल से था ।... (व्यवधान)...

श्री सभापति : वह जवाब तो हो गया ।

SHRI MOHD. KHALEELUR RAHMAN: I would like to know whether States have been given special grants to meet the financial burden likely to come as a result of the implementation of the Chattopadhyaya Commission's Report.

श्री एल० पी० साही : अभी ऐसी कोई बात सरकार के विचाराधीन नहीं है ।

श्री शिव कुमार मिश्र : सभापति जी, क्या सरकार राज्य सरकारों को यह सुझाव देगी कि चूंकि अध्यापकों के वेतन बढ़ गए हैं प्राइमरी के, तो उनको जिस खंड के वह निवासी हैं जिस ब्लाक खंड के उसके अलावा ब्लाक के बाहर दूसरे खंडों में उनका स्थानांतरण किया जाएगा? क्या ऐसा कोई सुझाव सरकार देने का इरादा रखती है ?

श्री एल० पी० साही : अभी हमारे सामने ऐसा कोई प्रस्ताव विचाराधीन नहीं । लेकिन कई राज्य सरकारों ने अपने यहां इसको लागू किया है कि एक प्रखंड के लोगों को दूसरे प्रखंड में रखा जाय । यह पूर्णतया राज्य सरकार के अंदर का मामला है ।

DR. (SHRIMATI) SAROJINI MAHISHI: According to the Directive Principles of State Policy, primary education should be free and compulsory. I would like to know whether the Government has made a survey if it has been free and compulsory. In the private sector, number of primary schools, English-medium schools have come up and heavy capitation fee is charged even at the stage of admission. Why is it being charged? Primary schools run by the Government are supposed to serve the poorer people.

MR. CHAIRMAN: It does not arise out of the main question, but if the Minister likes, he can answer it.

डा० (श्रीमती) सरोजिनी महिषी : सर, मिनिस्टर साहब जवाब नहीं दे रहे ।

श्री सभापति : क्योंकि इससे उठता नहीं है ।

डा० (श्रीमती) सरोजिनी महिषी : उठता है साहब ।

श्री सभापति : आप क्वैश्चन देखें । ...(व्यवधान)...पूरी शिक्षा-नीति का सवाल थोड़े ही है कि उस पर डिस्कशन कर लेंगे ।

Next question.

Railway Line between Udhampur and Srinagar

*362. SHRI GHULAM RASOOL MATTO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a preliminary survey for a railway line

between Udhampur and Srinagar in Jammu and Kashmir had been conducted by RITES and it was estimated to cost Rs. 800 crores and that a survey is also being conducted for a Bimodal line; if so, what is the outcome of these surveys;

(b) whether it is a fact that even the spending of this amount is economically viable;

(c) whether Government propose to give priority to this line in view of the frequent blockade of road between Jammu and Srinagar; and

(d) whether Government propose to construct this line on commercial basis in view of paucity of funds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) A Reconnaissance Engineering-cum-Traffic Survey for a line from Udhampur to Qazigund has been conducted by RITES.

As per the survey report, It is etsimated to cost Rs. 779 crore with a ruling gradient of 1 in 50 and Rs. 1130 crore with a ruling gradient of 1 in 100, based on 1987 price. The RITES have since been entrusted with bimodal study for carrying the projected level of traffic upto Srinagar. This study is in progress.

(b) The return for the proposed Railway line from Udhampur to Qazigund is assessed to be unremunerative.

(c) and (d) No decision can be taken till survey is completed and report examined.

SHRI GHULAM RASOOL MATTO: The tale of Kashmir, so far as transportation and communications is concerned, is a tale of woe. We have one road connecting the rest of the country with Kashmir valley and that is Jammu-Srinagar road. The experience has shown that that road has almost outlived its utility and during the summer months also, we have had at least five blockades of the nature that was mentioned the other day by me that after 30 years I had to ride a bicycle because there was no petrol for our cars, no diesel for our buses available in the month of August in Srinagar. So, taking that into consideration, urgent attention has to be paid to transportation for the valley. Now my dear friend, Mr. Rajesh Pilot had the other day announced about the Moghul Road. We are grateful that this at least will be an alternate road. This road has also to pass through a pass which is 12,500 ft. above the sea level and may get blocked for a period of time. The only way therefore, is that we must have a railway line to Kashmir. And this is not impossible in this scientific age. Members have seen in Europe, in France, in Italy, in Switzerland that trains have been going up to 16,000 ft. and it is not at all impossible. I am glad that the Government has very kindly taken up the survey of this line and the RITES have been assigned the task of a further survey. In this connection, I would like to state that in 1905 Maharaja Pratap Singh got a survey done for railways.....

श्री सभापति : आप पूरा इतिहास मत बनाइए ।

SHRI GHULAM RASOOL MATTO: At that time, in 1905, only Rs. 5 crores were to be spent for a railway line up to Srinagar. In reply to my question, the hon. Minister has said "The return for the proposed railway line from Udhampur to Qazigund is assessed to be unremunerative." I do not agree with it. Sir, the tourist traffic to Kashmir...

MR. CHAIRMAN: Put your questions.

SHRI GHULAM RASOOL MATTO: I am coming to that.

MR. CHAIRMAN: You may not agree with what the Minister has said. But put your question.

SHRI GHULAM RASSOOL MATTO: Sir, in summer, the tourist traffic to Kashmir...

MR. CHAIRMAN: You have already taken five minutes.

SHRI GHULAM RASSOOL MATTO: There is also the transport of fruits from Kashmir. This year, it has been Rs. 300 crores worth and it will go up to Rs. 500 crores worth. The traffic is increasing. Sir, the viability of the project can very well be ascertained by having confabulations with the Government of Jammu and Kashmir and the traders' organisations which will convince the Government about the viability and the return. Will the hon. Minister consider having a dialogue with the State Government, the traders' organisations in order to assess whether the return will be remunerative or not?

रेल मंत्रालय में राज्य मंत्री (श्री महाबीर प्रसाद) : महोदय, माननीय विद्वान एवं सम्मानित सदस्य मट्टू जी ने बहुत विस्तार से जम्मू कश्मीर में पर्यटन और मार्ग के सम्बंध में बात कही। श्रीमन, मैं उनकी मंशा से सहमति प्रकट करते हुए उन्हें बताना चाहता हूं कि जैसाकि उन्होंने प्रश्न किया और उस प्रश्न के आधार पर जो सर्वेक्षण की बात कही है तो राइट्स के द्वारा विभिन्न प्रकार के बिंदुओं को आधार मानते हुए सर्वेक्षण किया गया है। चूंकि आपने कहा कि बहुत ऊंचाई पर पर्वतीय इलाके हैं, उसे देखते हुए हमने दो बिंदुओं को आधार मानकर सर्वेक्षण किया। नंबर एक बिंदु था--नियंत्रण ढाल और जब उसका सर्वेक्षण राइट्स ने किया तो ऊधमपुर से काजीगुंड तक 1130 करोड़ रुपए की अनुमानित लागत आई है। फिर नियंत्रण ढाल पचास में एक को मानकर उसका सर्वेक्षण किया गया। उसकी अनुमानित लागत 779 करोड़ रुपए आई है। इस प्रकार काजीगुंड से श्रीनगर तक इसका सर्वेक्षण किया गया है जिस पर कि 54 करोड़ रुपए लागत आई है। इस तरह से दोनों बिंदुओं पर...

श्री सभापति : यह सर्वेक्षण पर खर्चा आया है?

श्री महाबीर प्रसाद : यह सर्वेक्षण से अनुमानित खर्चा लगाया गया है। इस प्रकार राइट्स द्वारा सर्वेक्षण के आधार पर और यातायात सर्वेक्षण के आधार पर अनुमान लगाया गया है। उसमें ऊधमपुर से काजीगुंड और श्रीनगर तक का टोटल योग 1184 करोड़ रुपए एक बिंदु पर और साथ ही साथ 933 करोड़ रुपए एक बिंदु पर आता है। इस प्रकार राइट्स के द्वारा जो हमने पूरा सर्वेक्षण करवाया है, उसकी यह अनुमानित लागत आई है।

मान्यवर, यदि माननीय सदस्य और जानना चाहते हैं तो मैं और विस्तार से बताना चाहता हूं क्योंकि आपने कहा है कि जम्मू कश्मीर यातायात के दृष्टिकोण से बड़ा इलाका है। मैं आपकी मंशा से बिल्कुल सहमत हूं और बताना चाहता हूं कि हमने सड़कों के लिए भी सर्वेक्षण करवाया है। दोनों का साथ साथ राइट्स के द्वारा सर्वेक्षण करवाया है। सड़क के माध्यम से जो सर्वेक्षण हुआ है उसमें ऊधमपुर से श्रीनगर तक 354 करोड़ रुपया आता है। इस तरह से राइट्स के द्वारा दोनों का सर्वेक्षण किया गया है। जहां तक आपके इस प्रश्न का सवाल है कि क्या राज्य सरकार से रेलवे मंत्रालय संपर्क करेगा? मैं आपको बताना चाहूंगा कि राइट्स के द्वारा राज्य सरकार से टेलीफोन के द्वारा, पत्रों के द्वारा, तार द्वारा संपर्क स्थापित किया गया है, लेकिन राज्य सरकार ने किसी प्रकार का कोई उत्तर अभी तक नहीं दिया है। इसलिए अभी उस सर्वेक्षण के ऊपर कोई विचार नहीं किया गया है।

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS

(SHRI MADHAV RAO SCINDIA): The hon. Member has put his views and suggestions in a comprehensive manner. He has talked about dialogue. I would like to inform him that dialogue is an on-going, continuous process and we will certainly continue the same.

MR. CHAIRMAN: When will the train go up to Udhampur?

SHRI MADHAV RAO SCINDIA: After something comes out of the dialogue. (*Interruptions*). About the train, that question does not come under this but since you are allowing it yourself, we are proposing to try and complete it in the Eighth Plan period.

SHRI GHULAM RASOOL MATTO: You can understand that even the hon. Chairman has compassion for Kashmiris, with regard to Kashmir. My second supplementary would be...

श्री सभापति : अच्छा अभी एक ही हुआ है, 11 मिनट हो गए हैं ।

SHRI GHULAM RASOOL MATTO: I would like to know when this second type of survey is expected to be completed and as a layman I would like to know the meaning of the term 'bimodal study'.

श्री महाबीर प्रसाद : महोदय, जैसा कि माननीय विद्वान सदस्य ने पूछा कि बाइ माडल, द्वि-रूपात्मक प्रकार के अर्थात् रेल और सड़क दोनो के लिए सर्वेक्षण करवाने के लिए राइट्स को उत्तरदायित्व सौंपा गया है कि उसका मूल्यांकन करके, अध्ययन करके रिपोर्ट दे, उसके बाद उसपर विचार किया जाएगा ।

SHRI GHULAM RASOOL MATTO: The question was, when will the survey be completed?

श्री महाबीर प्रसाद : श्रीमान, मैंने पहले बताया था माननीय विद्वान सदस्य को कि राज्य सरकार हमें सहयोग करे । तो राइट्स ने इसीलिए कहा था कि राज्य सरकार हमको सहयोग करे तब मैं बता पाऊंगा कि कब तक इसको पूरा किया जाए । माननीय विद्वान सदस्य से कहूंगा कि वह जम्मू-काश्मीर सरकार से भी हमारी मदद करवाएं ताकि हम जल्दी उस सर्वेक्षण को पूरा करवाएं ।

श्री तीरथ राम आमला : जनाब, मैं आपके जरिए मिनिस्टर साहब का ध्यान इस तरफ दिलाना चाहता हूं कि कुछ वर्ष हुए जब कुरैशी साहब यहां रेल विभाग के मिनिस्टर थे । एक परपोज़ल बना था कि काजीगुण्ड से बारामूला तक ट्रेन चलाई जाएगी । उसका सर्वे हुआ और वह परपोज़ल काफी आगे चला था । मेरा ख्याल है कि 90 प्रतिशत कश्मीरी लोगों ने रेल के दर्शन तक नहीं किए हैं । अगर वह परपोज़ल कहीं किसी नतीजे पर पहुंचता और रेल वहां चलाई जाती तो कम से कम लोगों को रेल के दर्शन तो हो जाते । इसके अलावा वहां जो ट्रान्सपोर्टेशन हैं, लोगों का आना-जाना है वहां, उसमें भी काफी सुविधा हो सकती है । क्या मंत्री महोदय की नालेज में यह परपोज़ल है, और अगर है तो उसका क्या हुआ ?

SHRI MADHAV RAO SCINDIA: I will require a separate notice for such a question.

SHRI TIRATH RAM AMLA: It pertains to railways.

MR. CHAIRMAN: Everything that comes under railways does not come under this question.

SHRI SYED SIBTEY RAZI: Sir, with your permission I would like to ask one question from the Minister. He has stated in his reply that "the RITES have since been entrusted with bio-modal study for carrying the projected level of traffic upto Srinagar. This study is in progress." Then he has given certain data and figures about the expenses to be made

for giving the railwayline. How much time will RITES take to complete this study? Secondly, keeping in view the backwardness of Jammu and Kashmir State and the poverty-stricken people of that region, will the Government consider this project even though it is unremunerative?

SHRI MADHAV RAO SCINDIA: Sir, the first part of the question has already been answered by my hon. colleague. As far as the second part of the question is concerned, it is only after the bio-modal study is complete can some decision, positive or negative, be taken on this particular project.

SHRI SYED SIBTEY RAZI: Sir, my question has not been answered. My question was, how much time this bio-modal study is expected to take.

SHRI MADHAV RAO SCINDIA: Sir, my colleague has already answered this. He has said that RITES has been conducting the study and he has quite rightly asked for greater cooperation from the J & K Government and requested the hon. Member to help us out. We are not getting proper response to RITES queries and I am sure that if this response is expedited, the study would take a shorter time than what it seems to be taking at present.

SHRI PUTTAPAGA RADHAKRISHNA: Sir, the Minister has stated in his reply that in the survey the proposed railway line from Udhampur to Qazigund has been assessed to be unremunerative. It seems that the Government has no mind to consider a railway line when it is unremunerative. It is not justified to think on those lines in this case. This should be treated as a special case.

MR. CHAIRMAN: Will you consider it as a special case?

SHRI PUTTAPAGA RADHAKRISHNA: It is very important from the tourist's point of view.

MR. CHAIRMAN: That has already been asked by Mr. Matto. Don't repeat it, please.

SHRI PUTTAPAGA RADHAKRISHNA: It is important from the political point of view and defence point of view also, more particularly when J & K is having...

MR. CHAIRMAN: Will you kindly put your supplementary, please?

SHRI PUTTAPAGA RADHAKRISHNA: I want to know from the hon. Minister whether they are going to relax or deviate from the normal policy of seeing whether it is remunerative to construct this line as a special case, keeping in view its importance.

SHRI MADHAV RAO SCINDIA: A decision can be taken only after the bi-modal study is complete and we know the cost benefit of each mode of transport.

MR. CHAIRMAN: Question 363.

Passenger oriented wayside amenities on National Highways

*363. SHRI PRAMOD MAHAJAN:
SHRI SHANKER SINH VAGHELA:†

Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 1020 given in the Rajya Sabha on the 3rd August, 1988 and state;

(a) what are the names of Highways State-wise, with locations of the sites where passenger oriented wayside amenities for the benefit of travelling public are available and what is the feedback about them; and

(b) when this scheme was introduced and with what results?

†The question was actually asked on the floor of the House by Shri Shanker Sinh Vaghela.